

**Federal Highway Administration
Finding of No Significant Impact (FONSI)
For Widening of SR-68 (Redwood Road and 500 South)
From 2600 South to I-15 in Davis County, Utah
Project No.: SP-STP-0068(21)68E**

PROJECT DESCRIPTION

The Utah Department of Transportation (UDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing roadway improvements to approximately 3.5 miles of SR-68 (Redwood Road and 500 South) in Davis County, Utah. The project begins at the Redwood Road intersection with 2600 South in Woods Cross and continues along 500 South to the I-15 southbound ramps in West Bountiful. The majority of this section of SR-68 is currently a two-lane road, within a UDOT right-of-way (ROW) of 100 feet from 2600 South to 800 West and 66 feet from 800 West to the I-15 southbound ramps. The proposed action includes widening the road to five lanes (two lanes in each direction and a center turn lane or median). The proposed improvements would improve future corridor mobility and accommodate future travel demand through the design year 2030 while providing safe and efficient connections to nearby major transportation facilities (transit, freeways, highways, and trail systems) and correcting geometric and drainage problems.

ALTERNATIVES

Alternatives Considered

A range of reasonable alternatives were considered. The SR-68, 2600 South to I-15 in Davis County Alternative Development Report (included in the EA as **Appendix D**) provides a detailed summary of the decision process and describes each conceptual alternative considered. The following alternatives were developed for evaluation:

- No Build Alternative (on-going maintenance)
- Transportation System Management (TSM)
- Build Alternative

The No Build and TSM Alternatives are unable to allow SR-68 to function as a major arterial and serve the cities of Woods Cross and West Bountiful through the 2030 design year. A Build Alternative is needed to provide a transportation facility that meets the stated purpose and need and additional project objectives. The Build Alternative development process (see EA **Figure 2-2**) formulated a Build Alternative that includes a five-lane corridor with at-grade crossings of the UPRR/Commuter Rail and D&RGW lines within a 110-foot ROW typical section along a meandered alignment. Between 800 West and 700 West, there is an option for a 94-foot ROW typical section to minimize impacts in this tightly constrained section of the project corridor.

Preferred Alternative

The Preferred Alternative consists of the 110-foot ROW with the 94-foot ROW Option between 800 West and 700 West. The Preferred Alternative includes a five-lane corridor with at-grade crossings of the UPRR/Commuter Rail and D&RGW lines along a meandered alignment. Turn lanes, extended turn pockets, intersection signalization, signal timing, and access management are included in the Preferred Alternative. Geometric improvements are included to correct deficient cross slopes, shoulders, clear zones, and pavement conditions and increase the safety of the motorists, pedestrians, and bicyclists using the corridor. A storm drainage system will be developed to correct drainage problems. This system will collect runoff by curb and gutter into catch basins and transmit runoff by a pipe network into detention basins, as needed, throughout the project corridor.

The 110-foot ROW includes four 12-foot travel lanes (two lanes in each direction of travel), a 14-foot median, as well as 12-foot shoulders, curb and gutter, park strip, sidewalk, and one-foot of ROW behind the sidewalk on each side. The 94-foot ROW Option uses 4-foot shoulders to provide a context sensitive solution that eliminates four business displacements and reduces utility conflicts in this tightly constrained section of the corridor. The 110-foot ROW and 94-foot ROW Option provide the same operational capacity.

The design of the Preferred Alternative will be coordinated with the applicable recommendations of the access management plan for SR-68, which is in the process of being developed separately by the cities of Woods Cross, West Bountiful, and UDOT. The Preferred Alternative will also comply with the WFRC Regional Transportation Plan in effect at the time of design in regards to bicycle route designations, signing, and striping. Specific median and shoulder area treatments will be determined in final design in coordination with local entities and a Context Sensitive Committee.

PROJECT IMPACTS AND MITIGATION

The following table summarizes possible impacts that may occur from the implementation of the Preferred Alternative and proposed mitigation to offset these impacts. Constraints were identified early in the project scoping and measures that were able to avoid and minimize important resources have been incorporated throughout the development of the Preferred Alternative.

Project Impacts and Mitigation

Project Impacts	Mitigation
<i>Land Use (Section 3.1)</i>	
Nearly six acres of land would be converted to transportation use, primarily from land zoned for commercial or industrial uses. Additionally, just over seven acres of permanent easements would be needed for cut/fill slopes, retaining walls, utilities, and / or increased	Mitigation for land use impacts is compensation for the purchase of property (see Community Resources for further detail). Coordination with the cities of Woods Cross, West Bountiful, and North Salt Lake will continue as part of the design process and through construction. Design preferences, such as aesthetic treatments within the median and shoulder areas, will be considered and incorporated to a reasonable extent (i.e., those that do not compromise safety). Additional local funding may be

Project Impacts	Mitigation
stormwater runoff. Construction activities would temporarily impact just over three additional acres.	required to implement preferences that are considered betterments.
Farmland (Section 3.2)	
Farmland in the project area is already committed to urban development or water storage.	None necessary.
Community Resources (Section 3.3)	
<p>Median treatments may slightly alter how the Wood Haven or Westwood Mobile Home Park neighborhoods are accessed. Improvements to these intersections would make turning movements in and out of these neighborhoods safer.</p> <p>Impacts to minority and low-income populations would be similar to those experienced by non-minority and non-low-income populations. The Westwood MHP was avoided by using a meandering alignment. The Build Alternative would improve mobility, provide safer turning movements, and accommodate multi-modal corridor uses. All community members would experience improved bicycle and pedestrian access, signalization, and local traffic operations.</p> <p>Nine residences and one business may be potentially displaced.</p>	<p>Property acquisition will be conducted in accordance with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies act of 1970 as amended (the Uniform Act). Relocation services and benefits will be administered through UDOT's Relocation Assistance Program.</p> <p>The following commitments will also be incorporated into the project:</p> <ul style="list-style-type: none"> • Landscaping and median treatments will be considered during final design in coordination with Woods Cross and West Bountiful; • Sidewalks and paved shoulders will be incorporated in the design to provide additional bicycle and pedestrian circulation to the community. • UDOT standards for traffic control management will be implemented to coordinate the efficiency and safety of construction activities throughout the duration of the construction project; • UDOT will coordinate the timing of construction with the timing of other transportation projects in the area (i.e. Legacy Parkway and Commuter Rail) to minimize the level of disruption and inconvenience to the community; and • UDOT will consider signalization of intersections along the corridor that meet signal warrants. Signalized intersections will be designed to accommodate the special needs of elderly and disabled individuals.
Economics (Section 3.4)	
<p>A single business in unincorporated Davis County is potentially displaced.</p> <p>Other businesses may also experience impacts, such as loss of</p>	<p>Mitigation measures to offset adverse economic impacts include those identified in Community Resources (Section 3.3), as well as the following additional commitments:</p> <p>Access to businesses will be maintained throughout</p>

Project Impacts	Mitigation
<p>parking or signage. The extent of these impacts, or damages, will be assessed by UDOT appraisers during the design and ROW property acquisition process. Businesses most likely to experience these types of impacts include: America's Country Store, Grandview Rockery, Hugoe Trucking, Dave Co Auto Sales, Holly Refinery, South Davis Mill and Cabinet, and Salt Lake Imports.</p> <p>Median treatments could slightly alter how patrons access individual businesses and business access points may be consolidated.</p> <p>During construction, patrons may have a more difficult time getting to and from businesses because of restricted lanes of travel, reduced speed limits, and moderate delays.</p>	<p>construction.</p> <p>Where amenable to the property owner and in accordance with UDOT policy, consolidation of driveway accesses will be considered in the design phase.</p> <p>UDOT's business guide, Partners for the Road Ahead, was made available to businesses at the public hearing to assist them in proactively planning for and successfully coping with construction (also available online at www.udot.utah.gov/business-guide).</p>
<p><i>Travel Patterns and Accessibility (Section 3.5)</i></p>	
<p>See Community Resources and Economics.</p>	
<p><i>Air Quality (Section 3.6)</i></p>	
<p>The project is in an attainment area for all NAAQS criteria pollutants; therefore, regional air quality conformity requirements do not apply. The proposed action will not cause an impact to the NAAQS.</p> <p>Construction activities can have a short-term impact on local air quality during periods of site preparation, with particulate matter from fugitive dust having the greatest impact. The effect of fugitive dust would be temporary and would vary in scale depending on local weather conditions, the degree of construction activity, and the nature of the construction activity.</p>	<p>Best Management Practice (BMP) measures will be implemented, and the contractor will comply with the provisions of state laws governing the maintenance and operations of construction equipment and regulations governing fugitive dust. The emissions that are due to the construction operations for this project will be mitigated by implementation of the following BMP measures. Specific project level measures suggested during construction operations include:</p> <ul style="list-style-type: none"> • Fugitive Dust Emission Control Plan: During construction of the project, the contractor would maintain a fugitive dust control plan under the State or Utah Fugitive Emissions Program Rule R307-205-5, effective December 1, 2006. Strategies to control fugitive dust under R307-205-5 may include wetting or watering, chemical stabilization, planting vegetative cover, providing synthetic cover, wind breaks, or other equivalent methods or techniques approved by the DAQ. • Other Emissions Controls: The contractor would shut off construction equipment when not in direct use to reduce idling, adhere to burning restrictions, control local source plant operations (e.g., asphalt, cement, and crushing), and

Project Impacts	Mitigation
	minimize hauling.
Noise (Section 3.7)	
<p>Eight receptors have sound levels that approach, equal, or exceed the UDOT criteria in the design year. These are all single family residences.</p> <p>Temporary increases in the sound level environment because of construction activities are expected to occur at the studied receptor sites.</p>	<p>In accordance with UDOT Traffic Noise Abatement Policy 08A2-1 (revised March 8, 2004) and Utah Administrative Code Rule R930-3, Highway Noise Abatement, there are no practical (reasonable and/or feasible) noise abatement measures which will eliminate the traffic noise impact and noise walls are not proposed. Driveway access would need to be maintained and a continuous noise barrier would restrict access to these receptors. Gaps in a noise barrier would satisfy access requirements but the resulting non-continuous segments would not be sufficient to achieve the minimum feasible reduction of 5 dBA for the impacted receptors.</p> <p>The project falls within a "noise sensitive zone" as defined by UDOT construction standard specification Section 01355 (Environmental Protection) Part 1.8 Noise and Vibration Control. This specification states that the contractor will be required to prohibit construction activity in a noise sensitive zone if the sound level within 10 feet of the nearest receptor exceeds 95 dBA in daytime (from 7 am to 9 pm) or 55 dBA in nighttime (from 9 pm to 7 am), as well as Sundays and State Holidays.</p> <p>For non-planned or non-permitted undeveloped land, it is <u>suggested</u> that commercial development be incorporated in a manner that would create a buffer zone between SR-68 and sensitive areas. In an effort to help create a buffer zone for future planning purposes of undeveloped land, the worst-case 65 and 70 dBA contours were developed.</p>
Water Resources (Section 3.8)	
<p>Roadway construction may result in short-term direct impacts on Mill Creek and drainage ditches in the form of temporary increases of sediment levels and pollutants associated with roadway runoff and construction activities.</p> <p>Potential long-term or permanent impacts mainly consist of additional runoff and pollutants associated with increased impervious surfaces and landscaped areas. The impervious surface area of the highway is estimated to increase by up to 26 acres, an increase of 164 percent over existing conditions. If not properly managed, increased peak runoff flows could lead to difficulties with storm drainage control, stream channel maintenance, and stream-</p>	<p>A storm drainage system will be developed to correct drainage problems. This system will collect runoff by curb and gutter into catch basins and transmit runoff by a pipe network into detention basins, as needed, throughout the project corridor.</p> <p>Mitigation for impacts to water resources is addressed through several required permits and approvals (see list outlined in Table 3.8-6 of the EA). Mitigation requirements and other conditions associated with these permits and approvals will be complied with.</p> <p>The permitting process together with BMPs, as required under Section 402 of the CWA, provides a coordinated and comprehensive effort to mitigation impacts on receiving waters. BMPs include, but are not limited to, "treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or water disposal, or drainage from raw material storage" (40 CFR 122.2). An erosion control plan including the use of BMPs to control construction-related erosion and sedimentation impacts will be developed and incorporated in the design plans. This plan will be reviewed by agencies as</p>

Project Impacts	Mitigation
<p>water quality. This runoff would also not be available to recharge the groundwater.</p> <p>Without proper controls, excavation activities could threaten surface and groundwater resources. Excavation and trenching may require temporary dewatering of the shallow unconsolidated groundwater table, but this water would be recharged on site and groundwater depletion would not impact water rights. Other potential impacts to shallow groundwater could result from spills of materials stored on site, or leakage of fuel or lubricants from heavy equipment. Detention basins and other BMPs will help filter out contaminants associated with the roadway before stormwater runoff reaches groundwater.</p>	<p>part of the permitting requirements and included in the construction contract documents. The Spill Prevention, Control, and Countermeasure (SPCC) plan will ensure that the risk of contamination to the site is minimized. During construction, the effectiveness of BMPs will be monitored. Public drinking water well owners will be notified prior to construction taking place within source protection zones.</p>
<i>Floodplains (Section 3.9)</i>	
<p>This project would be designed so that it would not encroach on the 100-year floodplain associated with Mill Creek.</p>	<p>The widened roadway would be designed so that it would not increase the base flood elevation of the floodplain associated with Mill Creek. A Flood Control Permit will be obtained from Davis County for work within 100 feet of Mill Creek and the A1 or A1-A Drain.</p>
<i>Wetlands (Section 3.10)</i>	
<p>The project would result in a total of 0.06 acres of permanent and 0.03 acres of temporary impacts to wetland areas.</p>	<p>An alignment shift was incorporated to minimize impacts to Wetland Area 1. A Section 404 Permit will be obtained prior to discharging dredged or fill materials into waters of the United States, including wetlands. Mitigation opportunities for the project impacts could be developed within one of the following areas:</p> <ul style="list-style-type: none"> • Additional mitigation efforts within the Legacy Nature Preserve. • Preservation / mitigation in the Farmington Bay area. • Stream restoration or preservation on one of the local watercourses. <p>Mitigation efforts will be coordinated and approved by the Army Corps of Engineers. Mitigation requirements and other conditions outlined in the Section 404 Permit will be complied with. Wetlands temporarily impacted by equipment or other construction activities will be restored following construction.</p>

Project Impacts	Mitigation
<i>Vegetation and Wildlife (Section 3.11)</i>	
Up to 26 acres of existing roadside vegetation and 0.09 acres of vegetation associated with wetland areas would be removed. Because of existing conditions of the project corridor and that the project impacts would be adjacent to previously disturbed lands, no substantial negative impacts to wildlife would be anticipated.	<p>Vegetation temporarily disturbed by the project will be re-established in accordance with UDOT Standard Specification Section 2922 and CSS principles coordinated through the CSC as discussed in Section 2.4.2 of the EA.</p> <p>No further mitigation is planned for the minimal impacts to wildlife.</p>
<i>Threatened, Endangered, and Other Sensitive Species (Section 3.12)</i>	
No federally listed or proposed threatened, endangered, or candidate species, or their critical habitat would be affected by this project. Due to the distance of the state sensitive species and the likelihood of their presence, no state sensitive species will be impacted by the project. Migratory birds have the ability to flee from construction and move to adjacent habitat.	None necessary.
<i>Invasive Species (Section 3.13)</i>	
Invasive species or noxious weeds could be introduced or spread via vehicles and soil disturbance activities.	<p>UDOT's Special Provision Section 0294S: Invasive Weed Control, identifies BMPs that will be used to prevent invasions of noxious weeds on disturbed sites along the right of way.</p> <p>UDOT will specify on construction contract documents that seed mixes used for landscaping and/or erosion control must be free of noxious weeds and other invasive plant species.</p> <p>In compliance with the Executive Order 13112, the Utah Noxious Weed Act, and subsequent guidance from FHWA, the landscaping and erosion control included in the project will not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.</p>

Project Impacts	Mitigation
<p><i>Paleontological, Archaeological, and Historic Resources (Section 3.14)</i></p> <p>The project will have an Adverse Effect on the property located at 772 West 500 South and will have a No Adverse Effect on nine other NRHP-eligible properties. A determination of No Historic Properties Affected applies to the remaining five historic properties eligible for the NRHP. Two of these properties (1524 West 500 South and the Homestead at Site 42Dv67) would not be impacted by the project because of the distance between these properties and the construction zone. Only temporary physical impacts would occur to a third property located at 2125 South 1800 West. The project would involve only reconstruction and widening of the at-grade crossings and would have no impact on the location setting, feeling, or association of the two linear features (Site 42Dv86 and Site 42Dv87).</p> <p>Also see Section 4(f).</p>	<p>Mitigation for adverse effects will be conducted in accordance with the Memorandum of Agreement (MOA). Pursuant to 36 CFR 800.6, measures that minimize the effects of the project on the historic qualities of the adversely affected property located at 772 West 500 South, West Bountiful, have been developed in consultation with SHPO. UDOT has solicited the views of interested parties. Mitigation for this property includes:</p> <ul style="list-style-type: none"> • Documentation of the historic property to the Utah State Intensive Level Survey (ILS) Standards in advance of construction activity; and • Off-site project consisting of multiple property context / submission and nominations for the eligible carriage houses in West Bountiful. <p>The MOA also includes stipulations for planning, discovery, and monitoring; review of implementation and measure for dispute resolution; and provisions specific to the Utah Native American Graves Protection & Repatriation Act (UNAGPRA).</p> <p>UDOT Standard CSI 01355 Environmental Protection Part 1.10 - Discovery of Historic, Archaeological, and Paleontological Resources applies to this project and stipulates instructions to the contractor for the protection of any archaeological, historical, or paleontological resource discovered in the course of construction. Should a discovery occur, UDOT will consult with the SHPO and relevant consulting parties toward developing and implementing an appropriate treatment plan prior to resuming construction.</p>
<p><i>Hazardous Materials or Waste (Section 3.15)</i></p> <p>There are 82 identified hazardous materials or hazardous waste sites of potential concern within a one mile radius of the project corridor. The project would construct on land associated with the following sites of potential high or moderate concern:</p> <p>High Concern:</p> <ul style="list-style-type: none"> • Bountiful-Woods Cross 500 South PCE Plume, • Holly Refining & Marketing Co., • Woods Cross 800 West Plume, • Bountiful Family Cleaners, 	<p>Specific mitigation plans will be developed and implemented to contain hazardous materials encountered during construction and to minimize remaining contamination following construction. If warranted, further mitigation will be developed following additional investigation of those sites. UDOT Specification 08A2-3 includes provisions in the event that additional hazardous waste sites are discovered during construction. Should workers encounter contamination during construction in these or any other locations, they should clear the area and contact the Division of Environmental Response and Remediation (DERR) immediately. Other mitigation measures include the following:</p> <ul style="list-style-type: none"> • The contractor will be required to provide written notification to the Division of Air Quality (DAQ) at least ten working days before the demolition of any structure, including buildings with no asbestos. DAQ indicates that Regulated

Project Impacts	Mitigation
<ul style="list-style-type: none"> • Woods Cross Commercial Park Phillips 66, and • Sky Park. <p>Moderate Concern:</p> <ul style="list-style-type: none"> • Car Wash, • Woods Cross City Shops, • Caribou Four Corners, Inc., and • Spreader Specialists. <p>It is unlikely that a release from the remaining sites of low concern would adversely affect the project based on historic use, elevations, local soil type, groundwater flow direction, and the property's location relative to the project (see list outlined in Table 3.15-1 of the EA).</p> <p>Construction may also uncover contaminants that have migrated into the right of way from source areas outside the right of way from nearby hazardous waste generators.</p> <p>Construction and demolition activities could affect properties with ACMs and the presence of lead-based paint cannot be precluded.</p>	<p>Asbestos-Containing Materials (RACM) must be identified by a certified asbestos inspector and removed by a certified asbestos abatement contractor prior to demolition. If the amount of asbestos to be removed is greater than the National Emission Standard for Hazardous Air Pollutants (NESHAP) size, then notification and payment of the appropriate fee is due ten working days prior to the asbestos removal project. Written notification is due at least one working day before the less-than-NESHAP-size amount of RACM is disturbed on any renovation project.</p> <ul style="list-style-type: none"> • During demolition activities, the contractor will ensure that workers follow Occupational Safety and Health Administration (OSHA) regulations regarding potential exposure to airborne lead and asbestos. In addition, representative samples of any construction waste derived from commercial structures should be tested by the Toxic Characteristic Leaching Procedure (TCLP) to determine if the waste is hazardous. • The contractor will properly remove and dispose of asbestos and lead contaminated materials according to all federal, state, and local regulations. The contractor will also be advised of the potential of encountering petroleum hydrocarbon contamination. • The contractor will monitor and properly handle and dispose of petroleum or other contaminant-impacted soils during construction. At a minimum, the following sites require monitoring (map identification numbers apply to Figure 3-13 in the EA): <ul style="list-style-type: none"> ○ 1 – 500 South PCE Plume site, inclusive of any property along 500 South between 500 West and 950 West, ○ 6 – Sky Park, 1800 South 1800 West, ○ 7 – Car Wash, 325 South 500 West, ○ 8 – Woods Cross City Shops, 1490 South 1800 West, ○ 9 – Caribou Four Corners Inc., 1431 South 1800 West, and ○ 10 – Spreader Specialists, 805 North Redwood Road. • Should full property acquisition or the disposal of surplus property from the following sites be necessary, the UDOT Environmental Division will be consulted to determine the extent of further investigation applicable to each site. When permission to conduct this investigation can be obtained from the existing property owner, UDOT should conduct this investigation prior to acquisition of the property: <ul style="list-style-type: none"> ○ 1 – 500 South PCE Plume site, inclusive of any property along 500 South between 500 West and 950 West,

Project Impacts	Mitigation
	<ul style="list-style-type: none"> o 6 – Sky Park, 1800 South 1800 West, o 8 – Woods Cross City Shops, 1490 South 1800 West, o 9 – Caribou Four Corners Inc., 1431 South 1800 West, o 12 – AC Texaco (former Sunmart #945), 560 West 500 South, o 14 – Companion Systems, Inc., 2455 South Redwood Road; o 16 – Herm Hughes & Sons, Inc., 900 North Redwood Road; o 19 – Cobb Diesel & Gear Repair, 1057 West 500 South; o 20 – Utah Auto Auction, 1650 West 500 South; o 21 – Black Hills Trucking, 945 North Redwood Road; o 22 – BP Pipelines N America, Inc., Northwest corner of 500 South and Redwood Road; o 26 – Mineral Fertilizer, 350 Redwood Road; o 38 – Clem’s Close Out Center, 1881 South Redwood Road; and o 39 – Skypark Airport, Inc., 1887 South 1800 West.

Visual Quality (Section 3.16)

Visual impacts are not expected to change the overall character of the setting. Views from the facility are not anticipated to be dramatically altered. Alterations to visual views include widening of the roadway section, aesthetic treatments in median and/or shoulder areas, minor cut/fill slopes, and stormwater features. Temporary construction activities would be visually unappealing for roadway users and residents.

UDOT’s Context Sensitive Solution (CSS) principles have been examined and measures that have been incorporated into the Preferred Alternative to reduce visual impact include: meandering the alignment, matching the existing grade as much as possible, and providing consistency with roadway design elements. UDOT will continue to coordinate with local entities during final design and construction. Design preferences, such as aesthetic treatments within the median and shoulder areas, will be considered and incorporated to a reasonable extent (e.g, those that do not compromise safety). Additional local funding may be required to implement design preferences that are considered betterments.

Cumulative Effects (Section 3.17)

Four resources of concern relating to the potential for cumulative effects were evaluated including: Land Use, Social and Economic Resources, Wetlands, and Cultural Resources.

Based on context and intensity of development in the project area as described in the EA, the proposed action will have no significant cumulative impacts on the four resources described. No further mitigation is necessary.

Section 4(f) (Chapter 4)

Section 4(f) applies to 15 historic properties. Three of these properties

There is no feasible and prudent alternative to the use of land from the historic property located at 772 West 500 South and

Project Impacts	Mitigation
would have no Section 4(f) impact. The project results in physical impact and removal of the historic building located at 722 West 500 South in West Bountiful and full acquisition of this property is expected. FHWA finds that the proposed action would result in de minimis impacts for the 11 other properties.	the proposed action includes all possible planning to minimize harm to this property resulting from such use. See mitigation for historic property located at 722 West 500 South as outlined under Paleontological, Archaeological, and Historic Resources.

COORDINATION

Consultation with agencies and other interested parties has been conducted throughout the NEPA process using meetings, letters, phone calls, and/or email discussions. The following table summarizes the primary meetings that have been held.

Agency and Public Participation Meetings

Date	Meeting Type
August 30, 2005	Agency Scoping Meeting
November 29, 2005	Public Scoping Meeting – Open House #1
March 21, 2006	Transportation & Infrastructure Stakeholder Workshop
August 15, 2006	Public Open House #2
May 1, 2007	Public Hearing

Agencies and other interested parties contacted about this project include (but are not limited to) the general public; property owners; businesses; local communities; and representatives from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration, U.S. Army Corp of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), U.S. Department of Agriculture, USDO, Environmental Protection Agency (EPA), Native American Tribes, Governor's Office of Planning and Budget, Resource Development Coordinating Committee (RDCC), WFRC, UTA, UPRR, D&RGW, Utah Energy Office, Utah Department of Natural Resources (UDNR), Utah Department of Environmental Quality, Davis County, Bountiful City, West Bountiful City, Woods Cross, Utility Companies, and Bicycle Advocacy Groups.

Primary written consultation between federal, state, and local agencies, and other interested parties is included in the EA (**Appendix A**). The DAQ (through RDCC), WFRC, Davis County, and other interested parties commented on the Draft EA. Comments received at the public hearing (held May 1, 2007) and during the comment period have been addressed within the EA.

FINDING OF NO SIGNIFICANT IMPACT REQUIREMENTS

23 Code of Federal Regulations 771.111(f) requires evaluation of the following in a FONSI:

- The project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- The project must have independent utility or independent significance.
- The project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Logical Termini

The project begins at the Redwood Road intersection with 2600 South in Woods Cross and continues along 500 South to the I-15 southbound ramps in West Bountiful. The intersection at 2600 South is an existing five-lane section that provides a logical beginning connection point for this project. The I-15 southbound ramps in West Bountiful provide a logical ending connection point. As proposed, the improved 3.5-mile long roadway will allow SR-68 to continue to function as a major (urban principal) arterial, serving the communities of Woods Cross and West Bountiful.

Independent Utility

The project does not depend on the construction of other roadway or facilities. The project would provide independent utility and independent significance by improving a roadway that would allow SR-68 to continue to serve the Woods Cross and West Bountiful areas.

Other Transportation Projects

As proposed, the project would not affect West Bountiful City, Woods Cross, or Davis County from implementing other transportation projects.

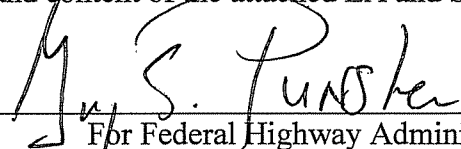
SECTION 4(f) DETERMINATION

Section 4(f) applies to 15 historic properties. Three of these properties would have no Section 4(f) impact. The project results in physical impact and removal of the historic building located at 722 West 500 South in West Bountiful and full acquisition of this property is expected. FHWA finds that the proposed action would result in de minimis impacts for the 11 other properties. Based on the considerations included in the Section 4(f) Evaluation for this project, there is no feasible and prudent alternative to the use of land from the historic property located at 722 West 500 South and the proposed action includes all possible planning to minimize harm to this property resulting from such use.

CONCLUDING STATEMENT AND DETERMINATION

The project is needed to improve future corridor mobility and accommodate future travel demand through the design year 2030 while providing safe and efficient connections to nearby major transportation facilities (transit, freeways, highways, and trail systems) and correcting geometric and drainage problems. FHWA has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Proper mitigation where avoidance is not practical has been provided for impacts resulting from the Preferred Alternative.

The FHWA has determined that the Preferred Alternative, as presented in the EA and described above will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached EA and Section 4(f) Evaluation, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA and Section 4(f) Evaluation.



For Federal Highway Administration

11-05-07
Date